

A
L E T T E R
T O A

Member of Parliament

Concerning the

INLAND NAVIGATION

O F

I R E L A N D,

A N D T H E

Many Advantages arising from it.

By IERNUS, CAMBRENSIS. R

*Omnes omnium caritates
Unica Patria est complexa.*

Cicero de Officiis.

D U B L I N :

Printed in the Year MDCCLV.

LETTER

TO A

Member of Parliament

Concerning the

INLAND NAVIGATION



IRELAND,

AND THE

Many Advantages arising from it.

By JEREMY CAMERON.

General omnibus conductors
Union Pattern of complex
Cicero de Officiis

DUBLIN:

Printed in the Year MDCCCLV.



from the River Bawn to the Head of Lake
Bawn, whereby a Water Carriage, nearly con-

L E T T E R

from the nearest End of Lake Bawn to the na-
vitable Part of Day River, called Clady, there

T O A

Member of Parliament.

S I R,



H A V I N G in cursory Conversations
with different Sets of People, since
the meeting of our present Parlia-
ment, considered with Attention
the various intended Proposals to
be laid before the House of Commons for the
Application of our present Redundancy in the
Treasury; and now recollecting a Pamphlet
some Years ago published, to induce the Com-

missioners of the Inland Navigation, after the
 finishing of the Canal from Lake *Neaght* to *New-
 ry*, to apply the Navigation Fund to make the
 River *Shannon* navigable, and the Author urged
 it as an Argument to the said Commissioners, to
 engage them to enter into his Scheme, that at
 a small Expence a Navigation may be made
 from the River *Shannon* to the Head of Lake
Earn, whereby a Water Carriage, nearly cen-
 tral, may be obtained from the most southern
 to the most northern Part of this Kingdom. All
 this is well known to be true, excepting that
 from the nearest End of Lake *Earn* to the na-
 vigable Part of *Derry* River, called *Clady*, there
 is at present but Twelve Miles Land Carriage,
 which is but a very inconsiderable Obstruction
 in the whole Extent of this Kingdom, from
 the one extreme End to the other; and this
 Obstruction will, through the Wisdom and
 Publick Spirit of the Counties of *Fermanagh*,
Tyrone, and *Donegall*, be soon made very easy,
 they having already almost finished a Road of
 Communication between said two Navigations
 of Lough *Earn* and *Clady*, and that by a Road
 so well executed, as far as it is now finished,
 and by so level a Course, as may admit of
 Wheel Carriages of any Burthen, and is well
 adapted to a Canal that hereafter may be thought
 prudent to be made on any Side thereof, there
 being

being a sufficient Command of Water thro' its whole Course; so that said Road will fully answer the expeditious Draught by a Horse of any Lighter or Float on said Canal, in the same manner as the Tract-scoots are drawn in *Holland*. This great and useful Design to the general Commerce of this Kingdom, may be effected at the trifling Expence to the whole of our Community at the Sum of 10,000*l.* or thereabout.

Now for the Ecclarcisement of what I have mentioned, I refer to the Scale of *Grierison's* great Map of *Ireland*, whereby it will appear, that from the Lake at the Head of the River *Earn* to the River beneath the Town of *Finnay*, the Distance between said Lake and said River is but five Miles and half; and that on the said River leading to the *Shannon* are many Lakes, that may serve as Reservoirs to supply any Locks that may be made at the Side of said River to the *Shannon*; and that the Distance from said Lake at the Head of said River *Earn*, to the Head of the River that leads to the Town of *Longford*, is but two Miles and half by the Scale of said Map; and that the Distance from the said Lake, at the Head of said River *Earn*, to that Part of the River *Shannon* called *Turmerbery*, is but nine Miles. I sup-

pose that most People have remarked, that blighting Streams of Air, and that Storms of Wind and Rain have affected the Crops in one Part of this Island, when the other Part thereof has not been in the least affected thereby; a remarkable Instance thereof cannot escape the Memories of the greater Part of its Inhabitants; for, in the Years 1740 and 1741, after the great Frost, many of the Inhabitants of *Munster* and *Leinster* perished on the Roads for want of Bread; and in said Years there was such Plenty in the Provinces of *Ulster* and *Connaught* as would have supplied the aforesaid Provinces, had they the Benefit of said Canal from the Head of Lake *Earn* to the River *Shannon*, and thereby have prevented great Sums of Money from being carried out of *Munster* and *Leinster* for a Supply of Bread from foreign Markets; and at the same Time the Demand for Corn from *Ulster* and *Connaught* would have prevented the Price thereof from falling too low, which would have so encouraged the Welders of Land in those Provinces to persevere in Tillage, as might have prevented the Misery, Deaths, and sending to foreign Markets, in the Years 1744 and 1745, all the Money then in *Ulster* and *Connaught*; which would have enriched the Provinces of *Leinster* and *Munster*, where there was then Plenty, had they the

the Benefit of said Canal from Lough *Earn* to the River *Shannon*; and said Demand would *vice versa* have encouraged Tillage in *Munster* and *Leinster*, and would have prevented, I may say, the almost total Beggary of *Ireland*, in said four mentioned Years, which most probably may be the Case hereafter, if said Canal be not now made, while we have in our Power to make it.

How easy also by this Canal may the Exports from the innermost parts of this Kingdom be sent to the Harbours of *Derry* and *Limerick*, and the necessary Imports from said Harbours and Cities return to them again? How easily in case of any Invasion may Artillery be transported from one part of the Kingdom to another, to repel the Enemies of our happy Constitution? And how may they be made use of to ease our Troops from the Fatigues of long Marches, which formerly made the *Britains* submit to the *Goths* and *Vandals*?

It is also a Circumstance worthy Attention, that by this Canal the great quantity of Grass and Corn, consumed by numberless Garrons for Carriages, may be saved; whereby we may maintain a much greater Number of *Bullocks* and *Sheep*, and increase our Tillage,

and be much enriched by larger Exports of Beef, Corn, Wooll, &c. &c. and at the same time our Tillage may without any Expence to the Welder be carried on by Bullocks, as wrought Bullocks are easier fattened to answer our Spring Markets, than if not wrought; this Circumstance has been judg'd of great Importance by all wise Nations, in which Canals can be made.

This being the Case, in what a Light must our Legislature appear to the Polite Nations of *Europe*, should they overlook at this Critical time, so great, and general, and conspicuous a Benefit, that may be so speedily obtained, at so minute an Expence? Especially as such an Application of our Surplus Money will give Bread to our poor Labourers, which they are obliged to seek annually in *England*, and what is worse in *France*; whereby our Enemies are strengthened against us, and at the same Time Tillage, the ever known *Primum Necessarium* for Manufactures and Internal Strength and Defence, is discouraged among us, which beyond all other Nations is to us most necessary; as for want thereof we are annually so miserably Drain'd of our Cash, that we never have more than from Hand to Mouth. Pray what would the *Hollanders* think

think of us, if at so seasonable an Opportunity, we should neglect such an easy Navigation, on which Tillage, Charity, Manufactures, Wealth and Power so much depend? Especially when from the Throne we're invited to all these Blessings, by our Wise, Good and Gracious King, for whom we ought almost heartily to join in Prayers, that God may long preserve and strengthen him to defend our just Rights against the common Invaders, and that his Successors may make as glorious a Figure in *Europe*, as he doth at present. Had *Lewis* the XIVth. or *Peter* the Great of *Moscovy*, so favourable an Opportunity to improve their Inland Navigations, as we now have, would they not think that to Lapse one half Year of either of their Reigns, in the Neglect of so great Advantages, as hereby must accrue to us, would sully their Reigns, and render them inglorious to all succeeding Ages? This pray consider, and let this Session be the *Era* of Time, on which Ye of the House of Commons may shew yourselves the Guardians and Benefactors of your Constituents.

Lewis XIVth, when he made a Navigation across his Kingdom, from the Atlantick Ocean to the Mediterranean Sea, he neither wanted Coals or Corn from the Atlantick Ocean to the

the Mediterranean, nor did he want those Articles from the Mediterranean to the Atlantick Ocean, yet he found great Advantages in other Articles in common to us in *Ireland*, to Counterballance the extraordinary Expence of cutting a subterraneous Passage through a Mountain, which divided the Sources of Water, that formed the Rivers, that lead to the Mediterranean and Atlantick Ocean,

We have not these Difficulties to contend with, in either of the three proposed Navigations, from the *Shannon* to *Lough Earn*, from the *Shannon* to *Dublin*, or from the upper Parts of the *Shannon* to *Limerick*, though infinitely greater Advantages result to *Ireland* by said three Navigations, than did or could result to *Lewis XIVth*, from his Inland Navigation, from the Atlantick Ocean to the Mediterranean: And as to *Peter the Great*, his Locks and Inland Canals from the Rivers *Don*, *Volga*, &c. leading from his Capital of *Muscow* to *Asaph*, at the Head of the *Palus Meotis*, and his Locks and Canals, from his said Capital of *Muscow*, to the Caspian Sea, were not so advantageous to him as the Navigations now under Consideration, must be to the Inhabitants of poor *Ireland*; yet he found great Advantages from said Navigations, as
does

does the *English East India Company* (to whom the Seas, thank God, are more open than to any other Nation in the Globe) thro' a special Favour to them in particular, from the *Muscovites*, that they will not admit any other Nation to bring from *Persia*, raw Silks, or any other *East India* Commodities, to *Petersburgh*, by the help of said Canals, which many Traders from *Dublin* to *Petersburgh* can testify.

Wherefore let us without Hesitation, cheerfully and resolutely turn our Thoughts on a Navigation from *Dublin* to the *Shannon*, if it may be found practicable at any Rate; but pray, go no farther therewith, undertake no more Expences, till that and the afore-mentioned Navigation from *Lough Earn* to said *Shannon*, be first compleated; and that Resolution, I humbly conceive, ought to be taken, for the following Reasons; first that the increase of our Metropolis, causes such a demand for Corn from foreign Markets, that all the Growth of *Ireland*, that comes to its Market, doth not supply one eighth Part of its Consumption. Secondly, the great Import of Coals thereto, which two annual Drains of Cash from *Ireland*, and to which no stop can be put, till it is supplied with
Coals

Coals at a moderate Price, by the Navigation from *Dublin* to the *Shannon*, as Coals from any other Part of *Ireland*, except from the *Shannon*, must be attended with double the Expence in twice shipping, and reshipping, to which may be added expensive Freight in Ships, by the Pay to Mariners, and those Ships exposed to the hazard of the open Sea, which will render any other Attempt to supply *Dublin* with Coals or Corn, more precarious and of less Advantage, than from the River *Shannon*: And from thence, as said River is central to all *Ireland*, other Navigations may be in Time, made to the *Boyne*, &c. &c. and to the other Eastern Coasts of *Ireland*, most destitute of Fuel; for these necessary Articles of Corn and Coal, most exorbitant Sums of Money are yearly sent abroad, which the Exports from all the Southern and Northern Parts of *Ireland*, considering the luxurious and unnecessary Imports from *France* and elsewhere, can scarce Counterballance. I therefore humbly conceive that with our whole present Fund in our Treasury, said three Navigations ought most expeditiously be completed, viz. the Navigation from *Dublin* to the *Shannon*, from the *Shannon* to *Lake Earn* and the Navigation of the *Shannon* to *Limerick*, as saving the yearly import of Corn

also

and

and Coals, and many other national Advantages, too tedious to mention, are so very considerable, as in two Years to counterbalance the total Expence of said three Navigations from the *Shannon*. Upon the lowest Calculation Two Hundred Thousand Pounds go out of this Kingdom for these two Articles Yearly, which I apprehend to be at least one Third Part of the Current Spence of the Kingdom: And it is not doubted but that the Expence of finishing these Canals will fall short of Four Hundred Thousand Pounds. And surely it must be thought to be an advantageous Bargain to get so great an Estate at two Years Purchase; but in truth we pay nothing for it, as not a penny of the Money leaves the Kingdom, and as there will be (as I am informed) about Six Hundred Thousand Pounds in the Treasury the 25th of *March* 1756, before which Time these Canals cannot be begun, and as the Demands on the Treasury for the carrying them on will be gradual, and the Sums expended thereon will be replaced by the continually growing Increase of the Funds in the Treasury, it is to be presumed that the Treasury will always have enough to answer the exigencies of Government,

vernment, and perhaps a Sum not less at the Time of finishing, than it had when these important Works were begun, provided no considerable Sum be now given away to answer Purposes less necessary. By this Scheme our poor Labourers are most wisely and charitably Maintained, and thereby prevented from Strengthening our Enemies by entering into foreign Service, which we all know has been too frequently the Case for want of Employment at home; and ought especially to be considered at this Time, when we have the Prospect of an approaching War with *France*. Every Man knows that an honest Employment in Business is the greatest Preservation to Morals and Virtue among the lower Class of Mankind; and would we employ our Army to assist in such Works, as all wise Nations do, 'twould be a proper Discipline to qualify them for Intrenchments, Mining, Sieges, and Camps, instead of their being inervated by Idleness and Vice.

I am, to all Persons excited by Gratitude to *Ireland*, the Country by which they are supported

(15)

supported and maintained, a Brother, a most
sincere Friend,

And most

Devoted Humble Servant,

Iernus Cambrensis.

F I N I S.



(12)

supported and maintained, a Brother, a most
sincere Friend,

And most

DEAR FRIEND

Yours Cambridge

F I N I S

